

**To:** Chairperson and Authority Members

**Date:** September 13, 2002

**From:** Mehdi Morshed, Executive Director

**Subject:** Agenda Item 5 — Executive Director's Report

### **Discussion**

During its last days of session, the Legislature enacted a budget and three bills that pertain to the Authority's activities. The budget that was signed by the Governor appropriated \$6,550,000 to the Authority for FY 02-03, which includes federal funds. This amount is what the Authority requested and it will allow us to perform all the work we planned to do. The following 3 bills await action by the Governor who has until the end of this month to act.

- SB796 (Costa) This bill would eliminate the December 31, 2002 sunset date for the Authority and make it a permanent entity. In addition to some technical changes that do not affect the Authority's duties and responsibilities, the bill would require the Authority to keep the public informed of its activities and would require any litigation against the Authority to be filed solely in an appropriate court in the County of Sacramento.
- SB1856 (Costa et al) This bill would provide for the issuance of \$9.95 billion of general obligation bond, \$9 billion of which would be used for the planning and construction of the high-speed train system, \$950 million of the proceeds would be available for capitol projects on other passenger rail lines to provide connectivity to the high-speed train system and for capacity enhancements and safety improvements of commuter and regional rail transit systems. The \$9 billion for the high-speed train system must first be used for the segment between San Francisco Transbay Terminal and Los Angeles Union Station. Once construction of the San Francisco – Los Angeles segment is fully funded, all remaining funds must be used for the following additional segments:
  - ⇨ Oakland – San Jose
  - ⇨ Sacramento-Merced
  - ⇨ Los Angeles – Inland Empire
  - ⇨ Inland Empire – San Diego
  - ⇨ Los Angeles – Irvine

The proceeds of bonds cannot be used for operating or maintenance cost of trains or facilities. Proceeds of bonds used for construction may not be more than one-half the total cost of construction. The high-speed train system to be constructed with the proceeds of this bond must have the following characteristics:

- a. Electric trains that are capable of sustained maximum revenue operating speeds of no less than 200 miles per hour.
- b. Maximum express service travel times for each corridor that shall not exceed the following:
  - (1) San Francisco-Los Angeles Union Station: two hours, 42 minutes.
  - (2) Oakland-Los Angeles Union Station: two hours, 42 minutes.
  - (3) San Francisco-San Jose: 31 minutes.

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- (4) San Jose-Los Angeles: two hours, 14 minutes.
    - (5) San Diego-Los Angeles: one hour.
    - (6) Inland Empire-Los Angeles: 29 minutes.
    - (7) Sacramento-Los Angeles: two hours, 22 minutes.
    - (8) Sacramento-San Jose: one hour, 12 minutes.
  - c. Achievable operating headway (time between successive trains) shall be five minutes or less.
  - d. The total number of stations to be served by high-speed trains for all of the segments shall not exceed 24.
  - e. Trains shall have the capability to transition intermediate stations, or to bypass those stations, at mainline operating speed.
  - f. For each corridor, passengers shall have the capability of traveling from any station on that corridor to any other station on that corridor without being required to change trains.
  - g. In order to reduce impacts on communities and the environment, the alignment for the high-speed train system shall follow existing transportation or utility corridors to the extent possible.
  - h. Stations shall be located in areas with good access to local mass transit or other modes of transportation.
  - i. The high-speed train system shall be planned and constructed in a manner that minimizes urban sprawl and impacts on the natural environment.
  - j. Preserving wildlife corridors and mitigating impacts to wildlife movement where feasible in order to limit the extent to which the system may present an additional barrier to wildlife's natural movement.
- SB1799 (Poochigian et al) This bill would require that not less than 2 members of the Authority be residents of the San Joaquin Valley and require the Authority to report to the Legislature by December 1, 2003 with recommendations for changes to the membership of the Authority.